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REPORT NO.

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TOPIC Staaken AirfieldEVALUATION 25X1PLACE OBTAINED 25X1DATE OF CONTENT 9 and 15 August 1950DATE OBTAINED 25X1DATE PREPARED 18 September 1950REFERENCES 25X1PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS **RETURN TO CIA
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1. On 9 August 1950 the Staaken (N 53/Z 65) airfield was occupied by 30 to 40 single-engine, low-wing monoplanes which were standing in front of the hangars and buildings on the southern edge of the field and in the northeastern corner of the landing field. Some of the planes had but others had the upper edge of the rudder assembly painted red.

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25X1

2. One building had a flat roof which could be moved to permit the use of a radar set, but no radar installation was seen. (2)

3. On 15 August 1950 the field was occupied by about 50 single-engine, low-wing monoplanes. Eight planes were standing in the northeastern corner of the field; nine planes were in the eastern section. Special markings were not seen. Five twin-engine, low-wing monoplanes with single rudder assemblies and without were standing in front of the largest hangar in the southeastern corner of the field. About 15 single-engine, low-wing monoplanes, all with a red border on the upper edges of the rudder assemblies, were standing in no discernible order in front of the hangars in the southern section of the field. Six other single-engine, low-wing monoplanes with red borders on the upper edges of the rudder assemblies were west of the hangars. All aircraft were partially covered with tarpaulins. Fourteen single-engine, low-wing monoplanes, with the same color edging on the rudder assemblies, were northwest of the entrance. Some soldiers stood near the planes, which seemed to be ready to take off. The cockpits of some planes were open. (1)

25X1

4. Two twin-engine, low-wing monoplanes with single rudder assemblies and retractable landing gears made training flights. The sky was overcast and there was heavy rain.

 Both
planes had two small white rectangles on the trailing edge of the rudder assembly.

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25X1

5. Two bright white, cylindrical tanks, each about half the length of a truck, were embedded in the ground to about half their length at the northern edge of the field. A gasoline tank truck with a small red trailer was standing beside them. (3)

25X1

6. Four twin-engine planes began making local flights at about 6:30 p.m. on 1 August 1950. The flying was still in progress at 9 p.m.

7. Flying with 41 ground attack aircraft began at 9 a.m. on 2 August 1950. They were single-engine, low-wing monoplanes with in-line engine, two-seater cockpit and smooth-bore gun with a ring sight. The gun was probably 20-mm caliber, since the barrel was 30 mm thick. (1) The 41 planes, in elements of two or three, made an emergency take-off in less than two minutes. After take-off the planes rendezvoused in the air. Nine aircraft flew in one flight staggered to the right; following this flight came three squadrons of eight, ten and nine planes in one line. Five aircraft flew back and forth between the individual squadrons on the right side of the entire formation. The three squadrons flying in one line demonstrated excellent formation flying. The distance between the individual planes was about 10 meters and between the individual squadrons from 150 to 200 meters. One-and-one-half circuits had to be flown before the formation was formed. The aircraft proceeded in a northern direction. They were not seen returning to the field. There was no other flying activity at the field. It was noticed when the planes were taking off that about two thirds of them had red propeller hubs. (4)

8. The unloading of bombs from three covered freight cars started at 3:30 p.m. on 3 August 1950. The bombs were about 50 cm in diameter and had a fin about 2 meters long. They were packed in crates and stored on the ramp. It was noticed through the open doors of the freight car that the bomb crates were piled vertically and in units of two. The crates were still on the ramp at 10 p.m., but were hauled away by 6 a.m. on 4 August 1950.

25X1

9. On 4 August 1950 it was observed [redacted]

25X1

[redacted] that 16 planes were standing in the southern section of the field. Eight of these were in front of the closed hangars and eight west of the hangars. Twelve planes were in the eastern section. All the aircraft were the same type as observed on 2 August 1950. Two biplanes and four transports were standing in front of the hangars in the southeastern section. (1) Individual sentries patrolled between the three underground tank installations in the northern section of the field. (3)

25X1

- 25X1 [redacted] Comments.

- (1) The type and number of aircraft observed indicates that the occupation of the field has been unchanged since the last report. [redacted] One ground attack regiment and one air transport regiment are believed to be stationed in Staaken. The [redacted] observed on the ground attack planes of the regiment in Staaken.

- 25X1(2) [redacted] a radar set was on the roof of a building on the eastern edge of the landing field. [redacted]

- 25X1(3) The fuel dump on the northern edge of the landing field, [redacted]

- 25X1 [redacted] was previously reported. [redacted]

- 25X1(4) The formation observed confirms the belief that the ground attack regiment consisted of four squadrons. [redacted]

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